



HARPER & BRO.,

—Manufacturers of—

Eagle Brand Hats

No. 1301 Main Street,
WHEELING, W. VA.GREER & LAING,
—DEALERS IN—
HARDWARE1214 and 1216 Main Street,
WHEELING, W. VA.
The Largest Wholesale Hardware House in the State.M. GUTMAN & CO.,
WHOLESALE CLOTHIERS,

Corner Main and Twelfth Streets.

WHEELING, W. VA.

C. STEINMETZ,

—MANUFACTURER OF—

Paper Boxes!

Spanish Cedar and Imitation of Cedar Cigar Boxes.

No. 1221 MAIN STREET.

WHEELING, W. VA.

Branch: Fostoria, Ohio.

Cash Buyers

And Short Time buyers will find the Largest Lines
and Lowest Prices in Gents' Furnishing Goods, Un-
derwear, Hosiery, Gloves, White Goods, Fancy Goods,
Notions and Ladies' Furnishing Goods in this state atSpeyer Bros' New Store,
1412-1414 MAIN STREET, WHEELING, W. VA.VANCE SHOE CO.,
—MANUFACTURERS OF—

Boots and Shoes,

WHEELING, W. VA.

Established in 1837. Oldest and Largest Shoe House in the State.
General Distributing Agents for Cane, Boston and Bay State Rubbers.

C. H. ABERCROMBIE & CO.,

Wholesale Millinery,

NOTIONS AND GENTS' FURNISHING GOODS,

1212 Main Street, Wheeling, W. VA.

JOSEPH SPEIDEL GROCERY CO.,

Wholesale Grocers.

Send us your orders. We guarantee prompt shipments and lowest
market prices day of shipment.

CERESOTA AND ELECTRIC LIGHT FLOURS HAVE NO EQUAL.

JOSEPH SPEIDEL GROCERY COMPANY,

SOLE AGENTS, - - - - - WHEELING, W. VA.

GEO. W. JOHNSON'S SONS.

Manufacturers of Tinware.

—DEALERS IN—

STOVES, TINNERS' STOCK, HOUSE FURNISHING GOODS, etc.

BICYCLES.

1210 MAIN STREET, - - - - - WHEELING, W. VA.

FRANK BOOTH.

G. T. DIGBY.

BOOTH & DIGBY,

General Produce Merchants,

And Buyers of Country Produce,

ESPECIALLY, BUTTER, EGGS AND POULTRY,

1308 MAIN STREET, - - - - - WHEELING, W. VA.

— SEND FOR QUOTATIONS. —

NEILL & ELLINGHAM,

Wholesale Grocers,

WHEELING, W. VA.

Sole agents for Famous, Galaxy and Minnehaha
Flours.

E. BUCKMAN & CO.,

Wholesale Hats and Caps,

1313 MAIN STREET, WHEELING, W. VA.

Proprietors of the Celebrated Brands "Ohio Valley," "Gilt
Edge," "Jim Dandy," "West Virginian," "Namkub," and
"Star Route." Every Hat Guaranteed.

The Delaplain Dry Goods Co.,

—WHOLESALE—

DRY GOODS AND NOTIONS,

1305 and 1307 Main Street, Wheeling, W. Va.

—Oldest Jobbing Dry Goods House West of the Alleghany Mountains.

W. H. CHAPMAN.

E. E. CHAPMAN.

WALTER H. CHAPMAN

W. H. CHAPMAN & SONS,

Painters' and Builders' Supplies.

—DEALERS IN—

Paints, Oil, Turpentine, Window Glass, Sash, Doors,
Blinds, Brushes, etc. Glazed Sash a Specialty.

1218 MAIN STREET, - - - - - WHEELING, W. VA.

EXCHANGE BANK.

CAPITAL \$300,000.

J. N. VANCE, President. JOHN FREW, Vice President.

DIRECTORS—J. N. Vance, J. M. Brown, W. E. Stone, John Frew, Geo. E. Siffel, W. E.
Lingham, W. T. Dickey, W. H. Frank, John Waterhouse.

Drafts Issued on England, Ireland, Scotland and all Points in Europe.

LAWRENCE E. SANDS, Cashier.

T. T. HUTCHISSON & CO.,

Saddlers' & Carriage Hardware,

COACH TRIMMINGS, SPRINGS, AXLES, STEEL TIRE, Etc.,

No. 1222 MAIN STREET.

WHEELING, W. VA.

Commercial Bank,

1303 MAIN STREET.

STATE DEPOSITORY.

DOES A GENERAL BANKING BUSINESS.

DIRECTORS—W. M. List, J. C. Thomas, W. A. Wilson, M. W. Amick, Myron Hub-
bard, W. T. Hart, E. A. Biddle.

W. M. LIST, President.

M. JEFFERS, Cashier.



OTT BROS. & CO.,

—JOBBER OF—

Hardware & Cutlery

No. 1206 Main Street,

WHEELING, W. VA.

Sole Agents for West Virginia
of Monarch Bicycles.

S. M. RICE & CO.,

—JOBBER OF—

Millinery, Silks, Laces, Velvets,

RIBBONS, VEILINGS, Etc.,

1300 MAIN STREET.

OUR MOTTO: We do not Sell the Cheapest Goods!
We Sell Good Goods Cheap!

KRAFT, FRANK & CO.,

Jobbers and Manufacturers of

NOTIONS, FURNISHING GOODS,

The Ohio Valley Brand Shirts, Pants and Overalls.

Established 1868. WHEELING, W. VA.

WATERHOUSE BROS.,

Wholesale Grocers,

1505 MAIN AND 1508 SOUTH STREETS,

WHEELING, W. VA.

LEADS IN COAL.

The Monongahela Valley Has Long
Led in Coal Production.

FIFTY PER CENT OF TRAFFIC

Of the Ohio River Originates in This Val-
ley—Coal Supplied to Twelve States of
the Union—Discrimination Against the
Monongahela in Appropriations—The
Navigation Company a Curse to the
Prosperity of the People—Mr. Dravo's
Able Arguments.The Monongahela Valley coal field is
the recognized pioneer in coal shipments
by the river. For three-fourths of a
century—antidating railroads or slack-
water improvements by many years—
coal was shipped to New Orleans and in-
termediate points by river, and became
a potent factor in building up great
cities along the river lines of the Ohio
and Mississippi rivers and tributaries,
furnishing the needed fuel for the cotton
and sugar industries of the south.In 1841 the Monongahela Navigation
Company, working under a state char-
ter, completed locks and dams Nos. 1
and 2 of slackwater improvements on
the Monongahela river, adding largely
to the facilities for mining and shipping
coal to the various markets below the
city of Pittsburgh. In 1844 locks and
dams Nos. 3 and 4; in 1855, Nos. 5 and 6,
and in 1857, No. 7, were completed and
opened as completed to the commerce
of the river, pooling the waters to the
boundary line between West Virginia
and Pennsylvania; the entire system of
locks and dams being within the
territorial limits of Pennsylvania.This improved river system created
ample harbor room for loading and
shipping coal, which for many years
constituted the main fuel supply for city
and plantation intermediate from Pitts-
burgh to the Gulf of Mexico. As a re-
sult of these added facilities, large cap-
ital has been invested in coal lands,
mines, mine equipments, shipping
crafts, steam, so that the industries of the
valley, from Pittsburgh to the head-
waters of the improvement, are inter-
linked with and interdependent upon
and derive their life from the coal
trade. Any disaster to the coal indus-
try is a disaster to all the industries ofthis valley, so closely are these various
industries united.

A Change of Conditions.

In 1873 an act of legislation began a
work of change in the conditions of the
Monongahela coal trade, and during
subsequent years, with increasing force,
has been working to the disadvantage of
the industries of this heretofore flourish-
ing and prosperous valley. In the
year named, under the authority of the
national government, the improvement
of the navigation of the Great Kanawha
river in West Virginia was commenced
by the construction of locks and dams,
and exempting the commerce of the
river from all toll charges. The Great
Kanawha intersects a vast coal field,
and hence a powerful competitor, de-
veloped and fostered by government aid,
confronted the Monongahela shippers
in the lower river markets. No com-
plaint is entered against this competi-
tor, nor fault found with the natural ad-
vantages which favor the Kanawha
shipper; the complaint is against the
failure to legislate for the Monongahela
—a failure which has for all these years
withheld from the coal fields of the Mon-
ongahela advantages which have been
conferred on those of West Virginia.It is an inexplicable aspect of national
legislation that West Virginia with her
Great Kanawha, improved and made
free at the cost of millions, should be ad-
ditionally favored by a like system of
costly improvements covering her share
of the Monongahela river, and the com-
merce of the same made free, but at the
point where these free waters touch
Pennsylvania soil commerce is subject
to taxation by a private corporation,
exercising the rights of eminent domain
over the national highway of inter-state
commerce, imposing a tax on merchan-
dise consigned to a dozen different
states of the Union, in open violation of
inter-state commerce law.

The Exactions of Toll.

The shippers of coal during these
years, according to the reports of the
navigation company, have paid a tax on
the single item of coal amounting to the
enormous sum of \$4,528,986 52; under the
head of miscellaneous freights, the cor-
poration has collected during the last
twenty years \$1,603,093 67. These
freights consist largely of empty crafts
(towed to the mines to be loaded with
coal), lumber and timber for houses and
coal mine equipments. If the freight
receipts for 1841-42-43 and the miscel-
laneous freight receipts from 1841 to 1872,
including 1880, could be consulted, which
it would be obtained, it would
very clearly appear that the coal ship-
pers of the valley have paid to this cor-
poration over \$5,000,000 direct coal
and coke toll, and additionally a large part
of the toll on miscellaneous freight,
making a sum largely in excess of thecost of the improvements. The follow-
ing exhibit is submitted in proof:Statement of all coal shipments through
the Monongahela Navigation Company's
locks since the completion of same No-
vember, 1844, and tolls received from
coal and other sources, including empty
crafts, lumber, iron, iron ore and other
freights.

Years.	Bushels.	Toll Paid Crafters, on Coal, Freight, etc.
1844	7,747,150	\$ 2,083 79
1845	4,066,185	1,223 25
1846	7,728,981	12,428 43
1847	10,581,261	12,485 28
1848	9,708,587	11,035 20
1849	12,297,967	11,023 57
1850	12,411,211	11,530 50
1851	13,416,841	20,014 18
1852	16,116,767	21,291 85
1853	17,231,046	25,079 51
1854	22,214,609	31,660 28
1855	22,214,609	31,660 28
1856	22,214,609	31,660 28
1857	22,214,609	31,660 28
1858	22,214,609	31,660 28
1859	22,214,609	31,660 28
1860	22,214,609	31,660 28
1861	22,214,609	31,660 28
1862	22,214,609	31,660 28
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1866	22,214,609	31,660 28
1867	22,214,609	31,660 28
1868	22,214,609	31,660 28
1869	22,214,609	31,660 28
1870	22,214,609	31,660 28
1871	22,214,609	31,660 28
1872	22,214,609	31,660 28
1873	22,214,609	31,660 28
1874	22,214,609	31,660 28
1875	22,214,609	31,660 28
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1879	22,214,609	31,660 28
1880	22,214,609	31,660 28
1881	22,214,609	31,660 28
1882	22,214,609	31,660 28
1883	22,214,609	31,660 28
1884	22,214,609	31,660 28
1885	22,214,609	31,660 28
1886	22,214,609	31,660 28
1887	22,214,609	31,660 28
1888	22,214,609	31,660 28
1889	22,214,609	31,660 28
1890	22,214,609	31,660 28
1891	22,214,609	31,660 28
1892	22,214,609	31,660 28
1893	22,214,609	31,660 28
1894	22,214,609	31,660 28
1895	22,214,609	31,660 28
1896	22,214,609	31,660 28

Total \$4,528,986 52

*Approximated.

Tolls Excessive to Commerce.

However necessary coal charges on
the commerce of the Monongahela river
may be to enable the Navigation Com-
pany to maintain their plant and de-
clare dividends, the following exhibit
will make plain that these charges in
the aggregate must be destructive:
congressional appropriation from such
destructive taxation:

No. 2...	1.80	400.00	125,000	250.00
No. 3...	2.45	150.00	125,000	300.00
No. 4...	2.25	100.00	275,000	645.00
No. 5...	2.85	75.00	180,000	613.00
No. 6...	3.45	50.00	180,000	620.00
No. 7...	(No mines opened.)			

It will be seen by the above that the
cost of coal per acre, in the upper pools,
is increased five and six times in conse-
quence of the toll charges, and the bulk
of the trade is toward these pools as the
mines in the lower pools are being ex-
hausted.No such burdens on commerce can be
long endured. The industries of the
country have entered a period when
mere fractionary determining factors.
A few mills either way determine the
life or death of many of the industries
of the country. Small gains in these
present times can only be relied upon in
the ordinary line of industry. It is
therefore apparent that a business sub-
ject to such heavy burdens as the com-
merce of the Monongahela Valley,
must be crushed out of existence, unless
speedily relieved. It is believed that
this is the only instance within the
broad domain of the United States, that
a state corporation imposes taxes on
navigable rivers, over the nation's
water highways. Congress having re-
moved all like cases and restored to the
people the free use of such highways, as
in the purchase and enlargement of the
Louisville and Portland canal and other
instances not necessary to recite.
A dozen of the great states of the Union,
to a greater or less extent, draw
their supplies of fuel from the coal de-
posits of the upper Ohio and adjacent
territory, and are therefore directly af-
fected by all hindrances to, or burdens
upon the commerce which furnishes
these supplies, and as the prosperity of
one section of the country contributes to
the prosperity of the other, a free com-
merce becomes a matter of national im-
portance. The rivers are the inheritance
of the people, the title of value of
the farm, of the mine, the mill, the mil-
lions of invested capital, of the poor
man's home, of all industries that touch
these waters or that are in any way de-
pendent upon them, and whatsoever ob-
structs or burdens them, impairs these
values; hence the petition of the people
of the Monongahela Valley to be re-
stored to the free use of the river and
its commerce exempted from onerous
taxation that they may have a living
chance to compete with the free com-
merce of other rivers, and putting them
on the same level as the people of other
sections, ought to command the earnest
attention of those whose duty it is to
protect and promote the interest of all
alike.

Taxes and Untaxed Trade.

The national government is at present
expending large sums of money in the
construction of locks and dams to im-
prove the navigation of the upper Ohio.
This expenditure of public funds may aswell be suspended if the tax on com-
mercial enterprise is continued on the
Monongahela river, inasmuch as the
greater part of the commerce on the
Ohio originates on that river. A taxed
trade cannot survive the competition of
the untaxed and hence the improved
Ohio, this side of the Kanawha, will
have very little commerce to serve.
Davis Island dam, on the Ohio, just be-
low the junction of the Monongahela
and Allegheny rivers, costing a million
of dollars, has been in use for several
years and helps to establish a most ex-
traordinary condition of affairs. Be-
tween lock No. 8 of government im-
proved navigation on the upper
Monongahela, and the government im-
proved free navigation of the same
waters when they reach the Ohio, there
is switched in between these two sys-
tems of government improved free nav-
igation, a corporation, invested with
sovereign rights over this highway of
the nation, to tax a commerce which is
free until it passes through government
lock No. 8 and free again the instant it
passes through corporation lock No. 1,
and enters the pooled waters of the
Davis Island dam. Is it possible for
any statement of facts or array of fig-
ures to present a condition of affairs in
such open conflict with just and equita-
ble legislation?The case is still more aggravated by
the recital of the additional statement
that these coal shippers who have paid
over \$5,000,000 of tax for the privilege of
navigating a highway of the nation,
have paid in one instance over \$30,000
cash to prevent a railroad corporation
from destroying a channel way as old as
the river, and over \$300,000 in attorneys'
fees and other expenses to prevent other
railroad corporations from obstructing
the channel ways of the Monongahela
and Ohio rivers, in the construction of
bridges over these rivers. Notwith-
standing this large expenditure of
money, time and worry, the reports of
the government engineers, on file at
Washington, show \$64,635 65 in values
have been lost by coal shippers in con-
sequence of unavoidable collisions with
bridge piers that have infringed navi-
gable rights.It is not deemed necessary to add force
to the plea of this paper by reciting the
large sums of public money expended in
improving other western rivers, by locks
and dams, furnishing improved facil-
ties to a free commerce of coal supplies.
It is sufficient to say that the aggregate
and combined tonnage of all these
rivers, so improved at large costs, is ex-
ceeded by the tonnage of the Mononga-
hela river within the state lines of
Pennsylvania, which has been so
strangely left, all of these years, to en-
dure crushing embarrasments of trade,
which have been removed from other
rivers under precisely like circum-
stances and conditions.

If the statements made in this paper,

which cannot be discredited, do not re-
cure speedily relief to a struggling com-
merce seeking to supply the wants of
one-third of the states of the Union,
from partial legislation, then it is not in
the power of figures or language to for-
mulate a plea of such relief.

A Liberal Policy Prevails.

The Pittsburgh coal exchange's ef-
forts have been largely directed towards
obtaining free navigation on the Mononga-
hela river, that the commerce of the
river might be on equal footing with the
commerce of the other waterways of the
nation, but the friends of a free Mononga-
hela are earnestly in favor of the im-
mediate improvement of the Ohio, the
extension of the slack water system on
the Monongahela to Fairmont, W. Va.,
and the necessary improvements of all
rivers in the United States. The water-
ways of the nation belong to the people,
for their free use and ought to be im-
proved to secure the cheapest possible
distribution of the products of farm,
mill and mine. A free people demand
free rivers. Toll gates on the nation's
highways are a menace to the rights
and contentment of citizenship. The
Ohio river has an annual tonnage in ex-
cess of the combined tonnage of the
Missouri, the upper and lower Mis-
sissippi. Nature supplies the water to
float this tonnage, but if the river were
so improved as to distribute the perma-
nent floods and utilize the waters, the
magnitude of the ensuing commerce of
the river would exceed the dreams of
the most enthusiastic friend of water
way transportation.Finding no fault with railways it is
safe to affirm that they do not meet the
wants of the people. Free water ways,
upon which every citizen may "trample
his own canoe" without let and hind-
rance, personifies the spirit and genius
of free institutions and contributes to
that contentment of feeling so essential
to a republic. Free rivers and cheap
transportation add to the comfort and
prosperity of the people. To secure
these great ends no legislation is
needed.It is hoped that the inexhaustible re-
sources of the Monongahela and Ohio
Valleys—the innumerable manufactur-
ing plants which furnish employment
for the vast multitudes of industrial
tollers whose homes fill the valleys,
and whose great communities, located
along these magnificent water ways,
will so impress the minds of the dis-
tinguished visitors whose presence will
be so highly appreciated, that they will
cheerfully and liberally respond to the
earnest prayers of the citizens of these
valleys for improved water ways and
that cheap transportation of the com-
modities of human life and comfort
which a free and untaxed water way
is a truly reliable guarantee.JOHN F. DRAYO,
Secretary Pittsburgh Coal Exchange.